

Dowd, After Short Stay with the Yankees, Drops a Peg.

DAVIS ON MOUND TO-DAY.

Bombardier Wells Confident That He Can Outbox Tom Kennedy.

Dowd, the young shortstop who has been playing with the Yankees for a week, is evidently not unfamiliar with the ways of major league players to stick in fast company, in the opinion of Harry Wolverton.

Tom Davis, secretary of the club, announced yesterday that the youngster had been turned back to the Brooklyn club of the New England League. Dowd showed some ability as a hitter and fielded brilliantly at times during his sojourn on the hilltop, and his fighting spirit earned him much popular favor. He was an easy mark for the tricky big fellows, however, and twice was doubled up at a base in running on a fly to an outfielder. The second relapse, coming last Saturday, evidently convinced Wolverton that the youngster needed more seasoning. With the return of Jack Martin to the fray the way was paved for the shift.

Another double-header will be played this afternoon between the Yankees and the St. Louis Browns. It was announced last night that George Davis, the Williams College pitcher, who did such brilliant work among the college nines last spring, would pitch one of the games. Davis is said to have the makings of a big league twirler. The "fans" will have an opportunity to judge for themselves to-day.

It turns out that Charles A. Comiskey tried hard to get Hal Chase for his Chicago White Sox while in this city last week, but could not satisfy Frank Farrell, owner of the Yankees, with the players' return in exchange. On Comiskey's offer to Chicago on Sunday night he is quoted as saying:

We had no chance to get Chase without weakening our club more than Chase would have strengthened it. No trade would be agreed to by New York that would not leave a hole in the White Sox that it would be immediately necessary to fill with a good man.

Comiskey did not make known the names of players mentioned in the attempted trade.

A big baseball trade is said to be under way between Boston and the St. Louis Cardinals. Bresnahan and Kling will get together in St. Louis within the next forty-eight hours, and unless present signs are very misleading the deal will be made before Boston finishes its series in that city.

Jackson, outfielder; Ben Houser, first baseman; and Buster Brown, pitcher, are the Boston men slated to come to St. Louis. Moreover, the crack third baseman, who has been in the outs with Bresnahan all season and who was reinstated yesterday, and Konechy, the big first baseman, who has won the manager's commendation by inventing alibis for his mistakes, are the men ready to be shunted off on Boston. Kling is much in favor of making the deal.

The first great break in the quartet of great pitchers that helped to bring two American League pennants to Philadelphia, came yesterday, when Connie Mack, manager of the Athletics, announced that he had released Harry R. ("Cy") Morgan to the Kansas City team of the American Association. Morgan came to St. Louis last year, and was a disappointment to the fans who had hoped for a trade with the Boston Red Sox.

The cool air of the bench these days is inviting Jimmy Callahan, manager of the Chicago White Sox. The heat and battle of the field are getting distasteful to the veteran of nineteen campaigns, and, according to reports which have sound foundation, this is Callahan's last year on the diamond. In the future he will direct things from the bench. If so, McIntyre regains his old form before the close of the present season. Callahan will stop right where he is and allow McIntyre to play the game. No one knows better than does Callahan that he cannot go along much longer. It is against nature that he should do so.

Nineteen seasons ago two young players entered the major leagues at about the same time of the year. They were Bobby Wallace and Jimmy Callahan. These two veterans, after the flight of nearly two decades, are the only players of that year who remain actively in the game in the big leagues.

Owing to the death of Napoleon Lajoie's mother, there is a possibility that the hard hitting second baseman of the Naps will be with the team when it arrives in this city.

Bombardier Wells, the heavyweight champion of England, is in great trim for his ten-round bout with Tom Kennedy in Madison Square Garden on Thursday night. Among those who visited Wells at Rye, N. Y., yesterday were Billy Gibson, manager of the Garden Athletic Club, who told the Briton that if he whipped Kennedy he could have a match with Jos Jeannette.

Wells came here seeking a fight with Jack Johnson, said Jim Maloney, the English champion's manager. "But, of course, that is out of the question since Palmer has beaten my man. If Wells defeats Kennedy, however, he will gladly box Jeannette, who in our opinion is at least the equal of Johnson. Wells is going to be stronger and faster than in the Palmer bout, and we are both confident."

Sammy Kelly, who has improved Kennedy's style a lot since taking charge of him, three months ago, cannot figure out how Wells will find Kennedy much harder to hit than Palmer and also a more scientific boxer. Kennedy is the only man who has knocked down Jim Stewart since 1910. He has perfected short hooks and uppercuts under Kelly's instruction, and the latter firmly believes that Wells will take the full count. The bout is attracting so much attention that the advance sale is unusually large.

The report that Willie Chandler, the sparring partner of "Knockout" Brown, had sustained serious injury when the latter's automobile crashed into a moving van at Rockaway Beach last Sunday, is found to be untrue. Fortunately he escaped with several minor bruises and cuts. The accident will not prevent his meeting "Young" Lustig in a ten-round bout at the Atlas Athletic Club, Rockaway Beach, to-night.

Joe Theil, the East New York lightweight, is down to a ten-round bout at the Jamaica Athletic Association, Hammels Station, while Finley Burns and Battling Kiddy, two fast paperweight boxers, will meet at Brown's Gymnasium.

CITY KEYS FOR STROBINO

Mayor Promises Warm Welcome for Marathon Runner.

Patterson, N. J., July 15.—Gaston Strobino, the Paterson boy, who finished third in the Marathon race at Stockholm, has no more enthusiastic admirer in this city than Mayor McBride, who to-day said when he comes back he will get the freedom of the city. He added:

"I am elated over his splendid performance, and I know I am voicing the sentiments of the people of Paterson when I say that we are proud of his most magnificent achievement in not only running third, but also beating the world's best runners but two in the great race. I know the boy personally, and I admire his grit. I am doubly pleased, because I happen to be an honorary member of the South Paterson A. C., of which club the lad is also a member."

TROTTERS AT KALAMAZOO

Grand Circuit Racing Begins on Splendid Track.

Kalamazoo, Mich., July 15.—Grand Circuit racing opened in this city to-day under most favorable track and weather conditions. It was a bad day for favorites, Sunny Jim and Jack London being especially disappointing. Queenworthy had little difficulty in landing the 213 trot. Nutline, driven by Hoffman, crowded the winner in the first heat, but at no time was she in danger of being passed.

It was in the 207 pace where Sunny Jim met his fate. Played heavily as a favorite, Sunny Jim never took a first place. Braden Direct took the first and last heats, losing the second as the result of a bad break just after the first quarter pole was reached.

It required four heats to decide the 214 trot. Pearl Patch and Henry H. contending closely for first honors in every heat. The race was one of the prettiest ever run in Kalamazoo. No one could fault Pearl Patch and Henry H. came from the last quarter pole to the wire, Pearl Patch winning by a half's breadth.

Derby Boy had to go five heats to win the 212 trot. Defeated in the first two heats by Jack London, the favorite, by a length each time, Derby Boy, in the last three heats displayed remarkable speed on the finish, taking one of the prettiest races of the day. Dandywood and Jack London were within half a length of the winner under the wire.

TROTTERING—216 CLASS—PURSE, \$1,000.—THREE IN FIVE.

Queenworthy, N. M., by Axworthy (Murphy)..... 1 1 1 1 1
Patty Frank, N. M., by (Gers)..... 2 2 2 2 2
Ruth D., N. M., by (Gers)..... 3 3 3 3 3
Lulu S., N. M., by (Gers)..... 4 4 4 4 4
Emily Morris, N. M., by (Gers)..... 5 5 5 5 5
Lamarck, Jr., N. M., by (Gers)..... 6 6 6 6 6
Sadie Colbert, N. M., by (Gers)..... 7 7 7 7 7
Time, 2:03.4, 2:04.4, 2:11.4.

PACING—207 CLASS—PURSE, \$2,000.—TWO IN THREE.

Braden Direct, N. M., by Baron Direct (Eagan)..... 1 1 1 1 1
Dixie Ditch, N. M., by (Gers)..... 2 2 2 2 2
Sunny Jim, N. M., by (Shively)..... 3 3 3 3 3
Don, N. M., by (Gers)..... 4 4 4 4 4
Ruth D., N. M., by (Gers)..... 5 5 5 5 5
Sarah Ann Patch, N. M., by (Gers)..... 6 6 6 6 6
Gold Seal, N. M., by (Gers)..... 7 7 7 7 7
Ty Cobb, N. M., by (Gers)..... 8 8 8 8 8
Time, 2:03.4, 2:04.4, 2:11.4.

TROTTERING—212 CLASS—PURSE, \$1,000.—THREE IN FIVE.

Derby Boy, N. M., by Norval (McCarthy)..... 1 1 1 1 1
Dandywood, N. M., by (Gers)..... 2 2 2 2 2
Ruth D., N. M., by (Gers)..... 3 3 3 3 3
Redback, Jr., N. M., by (Gers)..... 4 4 4 4 4
Fuzz Johnson, N. M., by (Gers)..... 5 5 5 5 5
Time, 2:03.4, 2:04.4, 2:11.4.

PACING—214 CLASS—PURSE, \$2,000.—THREE IN FIVE.

Pearl Patch, N. M., by Dan Patch (McCarthy)..... 1 1 1 1 1
Henry H., N. M., by (Gers)..... 2 2 2 2 2
Baron A., N. M., by (Gers)..... 3 3 3 3 3
The Assessor, N. M., by (Gers)..... 4 4 4 4 4
Danish Girl, N. M., by (Gers)..... 5 5 5 5 5
Fanny D., N. M., by (Gers)..... 6 6 6 6 6
Alice N., N. M., by (Gers)..... 7 7 7 7 7
Time, 2:07.4, 2:08.4, 2:11.4.

COOPERSTOWN FOUR WINS

Beats Great Neck at Polo—Hadden Scores Three Goals.

The Cooperstown polo four defeated the Great Neck team in the semi-finals for the Governor's cup on the field of the Rockaway Hunting Club, at Cedarhurst, Long Island, yesterday by a score of 11 goals to 3.

Great Neck did well in the first half, but failed to score a goal after the long rest. Hadden played a remarkably strong game. In this he was assisted by George Milburn, who filled the position as back. Three of the four goals made by Great Neck were by Hadden.

After the fourth period Cooperstown, which had been somewhat off in its team work, pulled together and scored eight goals, winning by a good margin. The game was played without handicap.

The summary follows:

COOPERSTOWN. GREAT NECK.
No. 1—F. S. Ryan. No. 1—W. R. Webb.
No. 2—C. C. Roney. No. 2—J. W. Hadden.
No. 3—P. Beadle. No. 3—G. Milburn.
No. 4—M. Stevenson. No. 4—J. R.

Back—M. Stevenson.

Cooperstown—By earned goals, 11. Great Neck—By earned goals, 3. Total, 14 goals. Played eight periods of 7½ minutes each. Referee—Rene La Montagne.

BIG RACE FOR MOTORCROME.

The twenty-five-mile sweepstakes will be the feature at the Brighton Beach Stadium-Motorcrome motorcycle races to-night.

Among the eight men who will start are Mercer, Cox, Vanderberry and Veditz.

SUNDAY'S NEW YORK TRIBUNE

Mailed anywhere in the United States for \$250 a year.

RUNNERS WHO WON THE 1600-METRE RELAY RACE FOR UNITED STATES AT CLOSE OF TRACK AND FIELD SPORTS IN SWEDEN.



FINAL POINT SCORE ON TRACK AND FIELD AT OLYMPIC GAMES

The hop, step and jump went to Sweden, L. Lindblom, G. Aberg and E. Almloef being the winners. Lindblom cleared 14 metres 76 centimetres (48 feet 5.1-10 inches). Matt Adams, New York Athletic Club, covered 14 metres 9 centimetres (46 feet 7-10 inches); D. Campbell, England, 14 metres, 6 centimetres (46 feet 1½ inches); Edward L. Farrell, Boston Athletic Association, 13 metres 57 centimetres (44 feet 1½ inches); C. E. Brickley, Harvard University, 13 metres 88 centimetres (45 feet 6 inches); and Winne, England, 14 metres 13 centimetres (46 feet 4 inches).

The Death of Lazarus.

The tragic sequel to the Marathon race in the death of the young Portuguese runner is the subject of conversation everywhere to-day. Lazarus died at 6.30 o'clock this morning in the hospital to which he was taken from the course, suffering from the almost superhuman efforts under the blazing sun, to which all the runners were subjected. The doctors declare sunstroke to have been the direct cause of his death.

Lazarus fell, after covering nineteen miles, at about the same point at which Kolehmainen, the Finn; Michael J. Hyatt, Irish-American A. C.; and J. Corkerey, Canada, dropped out.

A squad of Boy Scouts which was parolling the course to help any runners in distress picked up the Portuguese and telephoned for an ambulance. In the mean time Lazarus was taken, unconscious, to a medical station, several of which had been erected along the course, and an ambulance transported

Events.	America.	Finland.	Great Britain.	Sweden.	Germany.	Norway.	France.	Hungary.	Denmark.
100-metre dash.....	5	0	0	0	0	0	0	0	0
200-metre run.....	6	0	0	0	0	0	0	0	0
400-metre run.....	3	2	0	3	0	0	1	0	0
800-metre run.....	0	6	0	0	0	0	0	0	0
1,600-metre relay.....	3	4	0	0	0	0	0	0	0
3,200-metre relay.....	0	0	3	2	0	0	0	0	0
6,400-metre relay.....	0	0	0	0	0	0	0	0	0
12,800-metre relay.....	0	0	0	0	0	0	0	0	0
25,600-metre relay.....	0	0	0	0	0	0	0	0	0
51,200-metre relay.....	0	0	0	0	0	0	0	0	0
102,400-metre relay.....	0	0	0	0	0	0	0	0	0
204,800-metre relay.....	0	0	0	0	0	0	0	0	0
409,600-metre relay.....	0	0	0	0	0	0	0	0	0
819,200-metre relay.....	0	0	0	0	0	0	0	0	0
1,638,400-metre relay.....	0	0	0	0	0	0	0	0	0
3,276,800-metre relay.....	0	0	0	0	0	0	0	0	0
6,553,600-metre relay.....	0	0	0	0	0	0	0	0	0
13,107,200-metre relay.....	0	0	0	0	0	0	0	0	0
26,214,400-metre relay.....	0	0	0	0	0	0	0	0	0
52,428,800-metre relay.....	0	0	0	0	0	0	0	0	0
104,857,600-metre relay.....	0	0	0	0	0	0	0	0	0
209,715,200-metre relay.....	0	0	0	0	0	0	0	0	0
419,430,400-metre relay.....	0	0	0	0	0	0	0	0	0
838,860,800-metre relay.....	0	0	0	0	0	0	0	0	0
1,677,721,600-metre relay.....	0	0	0	0	0	0	0	0	0
3,355,443,200-metre relay.....	0	0	0	0	0	0	0	0	0
6,710,886,400-metre relay.....	0	0	0	0	0	0	0	0	0
13,421,772,800-metre relay.....	0	0	0	0	0	0	0	0	0
26,843,545,600-metre relay.....	0	0	0	0	0	0	0	0	0
53,687,091,200-metre relay.....	0	0	0	0	0	0	0	0	0
107,374,182,400-metre relay.....	0	0	0	0	0	0	0	0	0
214,748,364,800-metre relay.....	0	0	0	0	0	0	0	0	0
429,496,729,600-metre relay.....	0	0	0	0	0	0	0	0	0
858,993,459,200-metre relay.....	0	0	0	0	0	0	0	0	0
1,717,986,918,400-metre relay.....	0	0	0	0	0	0	0	0	0
3,435,973,836,800-metre relay.....	0	0	0	0	0	0	0	0	0
6,871,947,673,600-metre relay.....	0	0	0	0	0	0	0	0	0
13,743,895,347,200-metre relay.....	0	0	0	0	0	0	0	0	0
27,487,790,694,400-metre relay.....	0	0	0	0	0	0	0	0	0
54,975,581,388,800-metre relay.....	0	0	0	0	0	0	0	0	0
109,951,162,777,600-metre relay.....	0	0	0	0	0	0	0	0	0
219,902,325,555,200-metre relay.....	0	0	0	0	0	0	0	0	0
439,804,651,110,400-metre relay.....	0	0	0	0	0	0	0	0	0
879,609,302,220,800-metre relay.....	0	0	0	0	0	0	0	0	0
1,759,218,604,441,600-metre relay.....	0	0	0	0	0	0	0	0	0
3,518,437,208,883,200-metre relay.....	0	0	0	0	0	0	0	0	0
7,036,874,417,766,400-metre relay.....	0	0	0	0	0	0	0	0	0
14,073,748,835,532,800-metre relay.....	0	0	0	0	0	0	0	0	0
28,147,497,671,065,600-metre relay.....	0	0	0	0	0	0	0	0	0
56,294,995,342,131,200-metre relay.....	0	0	0	0	0	0	0	0	0
112,589,990,684,262,400-metre relay.....	0	0	0	0	0	0	0	0	0
225,179,981,368,524,800-metre relay.....	0	0	0	0	0	0	0	0	0
450,359,962,737,049,600-metre relay.....	0	0	0	0	0	0	0	0	0
900,719,925,474,099,200-metre relay.....	0	0	0	0	0	0	0	0	0
1,801,439,850,948,198,400-metre relay.....	0	0	0	0	0	0	0	0	0
3,602,879,701,896,396,800-metre relay.....	0	0	0	0	0	0	0	0	0
7,205,759,403,792,793,600-metre relay.....	0	0	0	0	0	0	0	0	0
14,411,518,807,585,587,200-metre relay.....	0	0	0	0	0	0	0	0	0
28,823,037,615,171,174,400-metre relay.....	0	0	0	0	0	0	0	0	0
57,646,075,230,342,348,800-metre relay.....	0	0	0	0	0	0	0	0	0
115,292,150,460,684,697,600-metre relay.....	0	0	0	0	0	0	0	0	0
230,584,300,921,369,395,200-metre relay.....	0	0	0	0	0	0	0	0	0
461,168,601,842,738,790,400-metre relay.....	0	0	0	0	0	0	0	0	0
922,337,203,685,477,581,600-metre relay.....	0	0	0	0	0	0	0	0	0
1,844,674,407,370,955,163,200-metre relay.....	0	0	0	0	0	0	0	0	0
3,689,348,814,741,910,326,400-metre relay.....	0	0	0	0	0	0	0	0	0
7,378,697,629,483,820,652,800-metre relay.....	0	0	0	0	0	0	0	0	0
14,757,395,258,967,641,305,600-metre relay.....	0	0	0	0	0	0	0	0	0
29,514,790,517,935,282,611,200-metre relay.....	0	0	0	0	0	0	0	0	0
59,029,581,035,870,565,222,400-metre relay.....	0	0	0	0	0	0	0	0	0
118,059,162,071,741,130,444,800-metre relay.....	0	0	0	0	0	0	0	0	0
236,118,324,143,482,260,889,600-metre relay.....	0	0	0	0	0	0	0	0	0
472,236,648,286,964,521,779,200-metre relay.....	0	0	0	0	0	0	0	0	0
944,473,296,573,929,043,558,400-metre relay.....	0	0	0	0	0	0	0	0	0
1,888,946,593,147,858,087,116,800-metre relay.....	0	0	0	0	0	0	0	0	0
3,777,893,186,295,716,174,233,600-metre relay.....	0	0	0	0	0	0	0	0	0
7,555,786,372,591,432,348,467,200-metre relay.....	0	0	0	0	0	0	0	0	0
15,111,572,745,182,864,696,934,400-metre relay.....	0	0	0	0	0	0	0	0	0
30,223,145,490,365,729,393,868,800-metre relay.....	0	0	0	0	0	0	0	0	0
60,446,290,980,731,458,787,737,600-metre relay.....	0	0	0	0	0	0	0	0	0
120,892,581,961,462,917,575,475,200-metre relay.....	0	0	0	0	0	0	0	0	0
241,785,163,922,925,835,150,950,400-metre relay.....	0	0	0	0	0	0	0	0	0
483,570,327,845,851,670,301,900,800-metre relay.....	0	0	0	0	0	0	0	0	0
967,140,655,691,703,340,603,801,600-metre relay.....	0	0	0	0	0	0	0	0	0
1,934,281,311,383,406,680,120,760,320-metre relay.....	0	0	0	0	0	0	0	0	0
3,868,562,622,766,813,360,241,520,640-metre relay.....	0	0	0	0	0	0	0	0	0
7,737,125,245,533,626,720,483,041,280-metre relay.....	0	0	0	0	0	0	0	0	0
15,474,250,491,067,253,446,966,562,560-metre relay.....	0	0	0	0	0	0	0	0	0
30,948,500,982,134,506,893,933,125,120-metre relay.....	0	0	0	0	0	0	0	0	0
61,897,001,964,269,013,787,866,250,240-metre relay.....	0	0	0	0	0	0	0	0	0
123,794,003,928,538,027,575,732,500,480-metre relay.....	0	0	0	0	0	0	0	0	0
247,588,007,857,076,055,151,465,000,960-metre relay.....	0	0	0	0	0	0	0	0	0
495,176,015,714,152,110,302,930,001,920-metre relay.....	0	0	0	0	0	0	0	0	0
990,352,031,428,304,220,605,860,003,840-metre relay.....	0	0	0	0	0	0	0	0	0
1,980,704,062,856,608,441,211,720,007,680-metre relay.....	0	0	0	0	0	0	0	0	0
3,961,408,125,713,216,882,423,440,015,360-metre relay.....	0	0	0	0	0	0	0	0	0
7,922,816,251,426,433,764,846,880,030,720-metre relay.....	0	0	0	0	0	0	0	0	0
15,845,632,502,852,867,529,693,760,061,440-metre relay.....	0	0	0	0	0	0	0	0	0
31,691,265,005,705,735,059,387,520,122,880-metre relay.....	0	0	0	0	0	0	0	0	0
63,382,530,011,411,470,118,775,040,245,760-metre relay.....	0	0	0	0	0	0	0	0	0
126,765,060,022,822,940,237,550,080,491,520-metre relay.....	0	0	0	0	0	0	0	0	0
253,530,120,045,645,880,475,100,160,983,040-metre relay.....	0	0	0	0	0	0	0	0	0
507,060,240,091,291,760,950,200,320,196,608-metre relay.....	0	0	0	0	0	0	0	0	0
1,014,120,480,182,583,521,900,400,640,393,216-metre relay.....	0	0	0	0	0	0	0	0	0
2,028,240,960,365,167,043,800,800,128,786,432-metre relay.....	0	0	0	0	0	0	0	0	0
4,056,481,920,730,334,087,600,160,257,572,864-metre relay.....	0	0	0	0	0	0	0	0	0
8,112,963,841,460,668,175,200,320,515,145,728-metre relay.....	0	0	0	0	0	0	0	0	0
16,225,927,682,921,336,350,400,640,103,091,456-metre relay.....	0	0	0	0	0	0	0	0	0
32,451,855,365,842,672,700,800,206,182,912-metre relay.....	0	0	0	0	0	0	0	0	0
64,903,710,731,685,345,401,600,412,365,824-metre relay.....	0	0	0	0	0	0	0	0	0
129,807,421,463,370,690,803,200,824,731,648-metre relay.....	0	0	0	0	0	0	0	0	0
259,614,842,926,741,381,606,400,164,946,296-metre relay.....	0	0	0	0	0	0	0	0	0
519,229,685,853,482,763,203,200,329,892,592-metre relay.....	0	0	0	0	0	0	0	0	0
1,038,459,371,706,965,526,406,400,659,785,184-metre relay.....	0	0	0	0	0	0	0	0	0
2,076,918,743,413,931,052,812,800,131,957,368-metre relay.....	0	0	0	0	0	0	0	0	0
4,153,837,486,827,862,105,625,600,263,914,736-metre relay.....	0	0	0	0	0	0	0	0	0
8,307,674,973,655,724,211,251,200,527,829,472-metre relay.....	0	0	0	0	0	0	0	0	0
16,615,349,947,311,448,422,502,400,105,645,944-metre relay.....	0	0	0	0	0	0	0	0	0
33,230,699,894,622,896,845,004,800,211,291,888-metre relay.....	0	0	0	0	0	0	0	0	0
66,461,399,789,245,793,690,009,600,422,583,776-metre relay.....	0	0	0	0	0	0	0	0	0
132,922,799,578,491,587,381,219,200,845,167,552-metre relay.....	0	0	0	0	0	0	0	0	0
265,845,599,156,983,174,762,438,400,169,035,104-metre relay.....	0	0	0	0	0	0	0	0	0
531,691,198,313,966,349,524,876,800,338,070,208-metre relay.....	0	0	0	0	0	0	0	0	0
1,063,382,396,627,932,699,049,753,600,676,140,416-metre relay.....	0	0	0	0	0	0	0	0	0
2,126,764,793,255,865,398,199,507,200,135,280,832-metre relay.....	0	0	0	0	0	0	0	0	0
4,253,529,586,511,730,796,398,014,400,270,561,664-metre relay.....	0	0	0	0	0	0	0</		